THE

NORTH-CHINA HERALD.

Vol. II. No. 60. | SHANGHAI, SATURDAY, 20th SEPTEMBER, 1851. | Price, 15 Dollars per Annum.

NOTICES OF FIRMS.

NOTICE.

MR. WILLIAM HERBERT VACHER, is authorized to Sign our Firm by Procuration.

GILMAN, BOWMAN & Co.

Shanghae, 9th August, 1851.

NOTICE.

MR. JOHN HAMMOND WINCH, has been admitted a partner in our Firm; his interest commenced 1st January last.

The firm now consists of CHARLES SHAW, JOSEPH BLAND, and JOHN HAMMOND WINCH.

SHAW, BLAND & Co.

Shanghae, 26th July, 1851.

NOTICE.

MR. THOMAS PYKE, is authorized to sign our Firm, by Procuration.

BULL, NYE & Co.

Shanghae, July 1st, 1851.

INSURANCES.

ASIATIC MARINE INSURANCE OFFICE.

THE undersigned are prepared to grant Policies on behalf of the above Office, payable in *London, Bombay, Calcutta, Singapore*, and *Hongkong*.

SMITH, KENNEDY & Co.,
Agents for Shanghae.

Shanghae, 12th June, 1851.

THE ROYAL INSURANCE COMPANY.

Capital £2,000,000.

TRUSTEES.
JOHN SHAW LEIGH, Esq.
R. B. B. H. BLUNDELL, Esq.

THE undersigned having been appointed Agents for the above Company, are prepared to grant Policies against Fire on the usual terms to the extent of £10,000 on any one Building or on Merchandize Stored in any one Building.

SYKES, SCHWABE & Co.

Shanghae, 9th June, 1849.

MARINE ASSURANCE.

THE undersigned are prepared to accept risks on behalf of the following Offices to the amounts indicated opposite each and payable in Hongkong, Canton, Calcutta, Bombay, and London.

	Sea Risk. Drs.	Harbour Risk. Drs.
Canton Insurance Office, ...	100,000	200,000
Triton Insurance Company, ...	70,000	100,000
Bombay Insurance Society, ...	40,000	50,000
Bengal Insurance Society, ...	40,000	12,000
Reliance Marine Insurance Office,	25,000	..

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st July, 1851.

ALLIANCE FIRE ASSURANCE COMPANY OF LONDON.

THE undersigned having been appointed Agents in China for the above COMPANY, are prepared to accept ASSURANCE at Shanghae, as under:—

1st. On Buildings of Brick or Stone, covered with Tiles, Slates, Metal, or other Incombustible Material, when such Buildings are isolated from all others,—*Rate of Premium, ¾ per cent per Annum.*

And on their Contents, *at the Rate of* 1 *per cent per Annum.*

ASSURANCES for 6 Months ¾, and for 3 Months ½, *of the Annual Rate will be charged.*

ASSURANCES, for the present, will be accepted to the extent of £7,000 only on one Risk.

A Building and its Contents taken together form one Risk. Thus the above Sum may be underwritten either on a Building alone, or the Contents alone; or, part on the Building, and part on the Contents.

No ASSURANCE is to be considered in force until the Premium be paid.

Amongst other advantages of the COMPANY, the ASSURED will be entitled to participated in the Profits after Five successive payments.

Parties applying for ASSURANCES will please send in full particulars of the Risk to be taken; any Deviation from which without the Consent of the COMPANY, will vitiate the POLICY.

JARDINE, MATHESON & Co.,
Agents in Shanghae.

Shanghae, 1st August, 1850.

FOR SALE.

CARD.

EDWARD HALL,
BREAD AND BISCUIT BAKER; AND GENERAL STORE KEEPER SHANGHAE.
ALL KINDS OF FANCY BISCUITS MADE TO ORDER, SHIPPING SUPPLIED ON REASONABLE TERMS, BISCUITS REFIRED, &c., &c., &c.

JUST RECEIVED & ON SALE

AT the Stores of the undersigned—
Dried APPLES, PLUMS, & PEACHES in small Kegs.
Very fine RAISINS in Half-boxes.
Fine Fresh ALMONDS, 50-lb.'s Kegs.
SPERM-CANDLES in 5 & 30-lb.'s Boxes.
Superior TABLE SALT.
Tins PRESERVED MEATS, SALMON, OYSTERS, &c.
Good CHAMPAIGN in 1-doz.'s Baskets.
CONGRESS WATER in 3-doz.'s Cases.

Also a small Invoice of Cutlery, consisting of
Ivory Handled KNIVES and FORKS.
CARVERS with STEELS.

And also some Good Nickel's Silver-ware, consisting of
Soup LADLES.
Gravy Table. Dessert, Tea, Salt, and Egg SPOONS.
Table and Dessert FORKS.
4 & 6-holes CRUET-STANDS.

N.B.—In a few days will have an assortment of CLOTHES and TWEEDS of the best descriptions, gaiters, &c.

EDWARD HALL.

Shanghae, 19th September, 1851.

P. F. RICHARDS & Co.,
SHIP CHANDLERS, STOREKEEPERS AND GENERAL COMMISSION AGENTS,
SHANGHAE,
Established in 1844,
SHIPPING SUPPLIED WITH FRESH PROVISIONS.

Ex JAMES SCOTT, & EQUATOR.

ON SALE BY THE UNDERSIGNED

AN assortment of SHIP CHANDLERY and PROVISIONS, all of which are of the best description.—

Ship Chandlery:

Best Europe Rope, from ¾ to 8 inches; Umberline; Marline; Houseline; Spun-yarn; Oakum; Twine; Stockholm Tar; Stockholm Pitch; Sheathing Copper, from 14 to 24 oz.; Composition Coppering Nails, from ¾ to 1½ inch; Copper Pump Tacks, from ½ to 1½ inch; Best Treble Purchase Blocks Brass Coakd. Plankt. and Bolted; Single Do. Do.; Double and Single 4 inch Blocks, with Brass Sheeves; Double and Single Blocks 5 to 10 inch leather coakd.; Superior London White, Black, Yellow, Stone, Red, Bright Red, and Green Paints in 28-lbs. Iron Kegs; Boiled Oil in Cask and 5 gallon Iron Tanks; Yellow Ochre; Litharge; Turpentine; Parker's patent Black Varnish; Coal Tar; Whiting and Canvas of various description, from N°. 1 to 6.

Provisions:

Fine fresh Bacon; Hams; Cheese; Butter; Salted Salmon in Jars; Pickled Herrings; Dutch Herrings in Bottles; Red Herrings in 1 & 2 doz. each Tin; Cod Sounds in Bottles.

Saddlery, &c.:

1 Saddle with shifting Pilch for Gentlemen or Ladies; 1 Small Hunting Saddle; Curb-Bridles; Snaffle Bridles; Hunting and Riding Whips; Patent Borners; Strong double soled and single soled Wellington Boots.

P. F. RICHARDS & Co.

Shanghae, September 11th, 1851.

FOR SALE.

A PLEASURE BOAT on the European model 45 feet long by 12 feet beam, with masts, sails, anchors, chains, and iron ballast complete. Apply to

P. F. RICHARDS & Co.

Shanghai, 17th July, 1851.

FINE SUMMER WINES.

ON Sale by the undersigned Superior HOCK, CLARET and CHAMPAGNE, in quarts and pints, Pale SHERRY, PORT, Pale BRANDY, ALE, PORTER, STOUT and CHAMPAGNE CIDER.

The above Wines are all of Superior quality.

P. F. RICHARDS & Co.

Shanghae, 1st May, 1851.

FOR SALE.

BY THE UNDERSIGNED THE FOLLOWING GOODS,
Ex *COUNTESS OF SEAFIELD.*

A large assortment of CLOTHS and FANCY WOOLLENS; FLANNEL of different qualities; HOSIERY; Superior Table LINEN, and TOWELLING.

ALSO,

John Hall & Son's Best Sporting GUNPOWDER; SHOT; DINNER & TEA SETS, and numerous other articles.

D. REMI.

Shanghae, 11th September, 1851.

ADVERTISEMENT.

COPIES of the BI-WEEKLY and OVERLAND ISSUES of the *Friend of China* Newspaper can be obtained at the office of

D. REMI.

Shanghae, November, 1850.

FOR SALE.

CHAMPAGNE *(Ay).*
SAUTERNE.
HOCK *vin du Rhin.*
BURGUNDY *Pomard.*
CLARET *Chateau Margot.*

D. REMI.

Shanghae, 9th October, 1850.

FOR SALE.

SUPERIOR PALE SHERRY, PORT, MADEIRA and CLARET, just arrived per *Equator*, from Henry Tatham & Co., London.

Apply at the Godowns of

J. M. SMITH & Co.

Shanghae, 12th September, 1851.

FOR SALE.

THE Lot of GARDEN GROUND, situated West of the Chaplaincy, (No. 81,) the property of HENRY LIND, Esq. For particulars apply to

J. M. SMITH.

Shanghae, 16th May, 1851.

FOR SALE.

MADEIRA of superior quality, from Phelps & Co., London, in cases of 3 dozen each, at 8 and 10 dollars per dozen. Apply to

AUGUSTINE HEARD & Co.

Shanghai, August 28th, 1851.

FOR SALE.

MOLAVE, or Manila TEAK WOOD. Apply to

HOLLIDAY, WISE & Co.

Shanghae, 15th August, 1851.

ON SALE.

PORT, four years in bottle, CLARET, PALE and GOLD SHERRY, CHAMPAGNE, PALE BRANDY, from the Stock of Messrs. J. and C. White & Co., of London. Apply to

SYKES, SCHWABE & Co.

Shanghae, 4th July, 1851.

FOR SALE.

ANCHORS, and CHAIN CABLES.
Apply to

SYKES, SCHWABE & Co.

Shanghae, March 22nd, 1851.

JUST LANDED.

BASS' BEER, October Brewed, in Hogsheads. Apply to

RATHBONES, WORTHINGTON & Co.

Shanghae, 29th August, 1851.

FOR SALE.

MESSRS. Cunliffe, Dobson & Co.'s, superior PORT, SHERRY, CLARET, and CHAMPAGNE.

WATSON & Co.

Shanghai, 19th July, 1851.

FOR SALE.

HOCK, CLARET, and CHAMPAGNE,
in 1 dozen cases.
SHERRY, PORT, and MARSALA,
in cases and casks,
PALE and DARK BRANDY, and WHISKEY.
Apply to

JAMES HOOPER.

Shanghai, 12th July, 1851.

MISCELLANEOUS.

WHEREAS, ALEXANDER JOHNSTON, late a Store-keeper at Shanghai, has made an Assignment of all his Personal Property in that place in trust for the benefit of his creditors;

NOTICE.

IS hereby given that the Claims upon the Estate must be proved at Shanghai on or before the *15th day of April*, 1852, prior to the closing of the accounts of the said Estate.

For the Assignees,
SYKES, SCHWABE & Co.

Shanghai, 15th September, 1851.

SILKS!—SATIN!—EMBROIDERY!

THE most extensive selection ever known in Shanghae,

"TSING-KEE SHOP,"

How Kah-pang Creek within North Gate of Shanghae.

Has constantly on view a choice collection of several hundred patterns in SATINS, SILKS, PONGEES, CRAPES, GAUZES, and FANS, to which novelties in the most sp[illegible]ed designs are continually added.

Also a most extensive assortment of the richest Embroidery from the Celebrated District of *Woo-seih*, consisting of APRONS, RETICULES, SCARFS, SHAWLS, TABLE CLOTHS, SETTEES, FIRE-SCREENS, COVERLETS, CAPS, VESTS, &c., which cannot be surpassed in brilliancy, finish, or elegance of design.

Orders taken for SEDAN CHAIRS, FURNINITURE, PORCELAIN, ORNAMENTAL FURNITURE of every kind, &c.

Parties about to send presents home, are respectfully invited to visit this establishment as affording the best means of procuring a good investment at moderate prices.

N.B.—Purchasers for exportation will pay their own duties.

KIN TEE-YUEN.

Shanghae, 11th September, 1851.

TO CAPTAINS OF SHIPS & MERCHANTS AT SHANGHAI.

MALCOLM LAMOND,

BEGS to inform the above, that he has on hand a suitable supply of the best Iron for Shipping.—IRON SHEAVES, and different sized IRON CHAINS,—and he is ready to undertake any SHIP SMITHERY or other kinds that may be required, and promises to ensure satisfaction by diligence and attention.

Shanghai, 8th August, 1851.

N.B.—Bell-Hanging and White-smith's work done, and Materials supplied.

R. MEREDITH,
HOUSE AND SHIP CARPENTER AND BUILDER.

IN returning thanks for the past favors so liberally bestowed on him, during his previous residence in Shanghae, begs to announce to the FOREIGN COMMUNITY and Merchant CAPTAINS, his resumption of his former business at this port, and assures those Gentlemen who may intrust him with their commands, that his best endeavors shall be exerted to give them every satisfaction.

Shanghae, 13th March, 1851.

N.B.—Blacksmith's work and Bell-Hanging done.

H. FOGG & Co.,
SHIP CHANDLERS, STOREKEEPERS, GENERAL AGENTS, AND AUCTIONEERS.

N. B.—For Goods Sold by Auction, account Sales and proceeds rendered 3 days from date of Sale.

SHOULD sufficient inducement offer they will hold an Auction monthly, or as often as occasion demands.

Shanghae, 1st August, 1850.

PURIFY THE BLOOD.

MOFFAT'S LIFE PILLS and PHŒNIX BITTERS, for the cure of Scrofula and Mercurial Diseases, Fever and Ague, Bilious Fever, Liver Complaints, Dyspepsia, Piles, Rheumatism, Scurvy, and Ulcers, a Purely Vegetable Medicine, beware of Counterfeiters.

The best Family Medicine now before the public.

It has been computed, that during the last twenty years, *three millions of persons have annually been benefited by the use of these Medicines;* a fact which speaks volumes in favor of their curative properties—a single trial will place them beyond the reach of competition in the estimation of every patient. By their use the blood is restored to a pure and healthy state, freed from all impurities. The system is not reduced during their operation, but invigorated, and they require no restraint from business or pleasure. The afflicted have in *Moffat's Life Pills* and *Phœnix Bitters*, a remedy that will do for them all that medicine can possibly effect.

The genuine of these medicines are now put up with a fine steel engraved wrapper and labels, and copy right secured according to the laws of the United States.

Prepared by
W. B. MOFFAT, M.D., *New York.*

For sale at Shanghae by
H. FOGG & Co.

GEORGE PURVIS & Co.,
SHIP-WRIGHTS AND BOAT-BUILDERS.

ARE desirous to intimate to the Merchants of Shanghae, and Captains of Ships, that they have now been nearly a year engaged here, in the business of Ship-Wrights and Boat-Builders; and hope their attention and punctuality in executing the orders intrusted to them have been satisfactory to their employers.

They, therefore, beg to assure the Mercantile Community, and Captain of Ships, that they will continue to give their best exertions and punctual attention to all commissions given to them; and execute all orders with the utmost despatch, on the most advantageous terms.

Shanghae, 6th June, 1851.

PROFESSIONAL.

MR. T. W. NORMAN, M.D., recently from Persia, may be consulted at his residence, the Bungalow adjoining the premises formerly occupied as the *Herald* office.

Shanghai, 11th July, 1851.

The N.-C. Herald Office's Advertisements.

NOTICE.

PARTIES requiring their files of Papers to be bound up, can have them done by sending them to our office, and any deficiencies will be supplied.

N.B.—Books bound and labelled.

Shanghai, 5th September, 1851.

ON SALE.

REVIEW OF THE TRADE OF SHANGHAI, 1850-51; extracted from the *North-China Herald*, Nos. 33, 40, 48, and 53, of 15th March, 3rd May, 28th June, and 2nd August, 1851, in a Pamphlet Form, 1 dollar each.

TARIFFS of Import and Export Duties, for office use, or in a letter form, may also be had at the office of the *Herald*, ½ dollar and 25 cents each.

Shanghai, 23rd August, 1851.

ON SALE.

PRACTICAL INSTRUCTIONS FOR THE NAVIGATION OF THE YANG-TSZE-KEANG, will be henceforth 25 cents per copy.

Shanghai, 1st March, 1851.

NOTICE.

THE Community is respectfully informed, that all Communications, Advertisements, and insertions for the following number, should be sent, on or before Thursday in each week, or they may be too late for the same week's issue.

Shanghai, 24th August, 1850.

NOTICE.

JOB PRINTING in all its branches, will be executed at our office, on the usual terms, with the greatest attention and despatch.

VIZ:

Circulars; Notes; Cards; Policies; Manifests; Price Currents; Receipts; Deposit Notes; Boat Notes; Bills of Lading; Bills of Exchange; Bill Heads; Auction Bills; Diaries; Daily Sales; Comprador Books, and Cheques; Circular Address Wrappers; Pigeon-hole Headings; Letters of Hypothecation; Tariffs; Wills; and every form of Document used in Official or Mercantile Establishments.

Also, TEA Papers printed to any pattern; and Books and Papers, ruled and neatly bound to order.

Shanghai, 1851.

Shanghae, *19th September*, 1851.

PRESENT PRICES OF PROVISIONS
SUPPLIED AT THE
SHANGHAE MARKET.

Fresh Beef, ...	per Dollar,	14 lb
Mutton, ...	„	12 „
Veal, ...	„	12 „
Lamb, ...	„	12 „
Pork, ...	per catty,	120 Cash
Kids, ...	per Dollar,	each.
Fish, ...	per catty,	80 to 100 Cash
Shrimps, ..	„	100 „
Eggs, ...	each,	7 „
Geese, ...	„	Drs. 1 to 1½
Fat Sheep, ...	„ „	4 to 5
Chinese Bacon, ..	per catty,	120 Cash
Ham, ...	„	300 „
Wild Ducks, ...	brace,	450 „
Hares, ...	„	600 „
Woodcocks, ...	each,	400 to 500 „
Quails, ...	„	70 to 80 „
Teal, ...	per pair,	400 „
Wild Pigeons, ...	each,	80 „
Fowls, ...	per catty,	90 „
Ducks, ...	„	80 „
Vegetables, (assorted)	„	10 „
Grapes, ...	„	280 „
Pears, ...	„	30 „
Pomegranates, ...	„	30 „
Dates, fresh	„	180 „
Walnuts, best fresh ..	„	80 „
Flour, ...	„	36 „
Bread, ...	12, 2lb-loaves,	Drs. 1.
Chinese, ..	24, „	„
Biscuit, ...	per lb,	4 to 8 cents.
Sugar, White, ..	per catty,	90 Cash
Brown, ...	„	84 „
Common, ..	„	60 „
Pounded Sugar Candy,	per lb,	10 cents.
Oils, Te or best ground Nut-oil, ...	per catty,	84 Cash

₽ Dollar, 1,500 good yellow cash (current price.)

CARGOES DESPATCHED FROM GREAT BRITAIN TO SHANGHAE.

Ships	From	Tons	Sailed	Plain Cottons *Yards*	Printed & Colored Cottons *Yards*	Woollens *Pieces*	Long Ells *Pieces*
Abergeldie, ...	London	600	April 15	3,407,300	474,000	2,083	3,960
Sunda, ...	Liverpool	381	May 24	2,874,355	116,360	1,090	85
Jeremiah Garnett, ..	Liverpool	447	„ 30	2,464,140	87,400	96	..
John Dugdale, ...	London	407	June 18	2,058,817	..	..	500
John Bunyan, ...	London	466	„ 21				

PHRASES IN THE SHANGHAE DIALECT.

é pronounced as *a* in fate.	e pronounced as in met.	o pronounced as in not.
á „ „ „ far.	eu „ „ „ jeune.(Fr.)	u „ „ „ run.
â „ „ „ fall.	í „ „ „ me.	ú „ „ „ rule.
a „ „ „ fan.	i „ „ „ pin.	ü „ „ „ une.(Fr.)
	ó „ „ „ no.	

223. Have you any gauze?

哪生絲紗有否
Ná sáng sz soh yeu vdh.
You raw silk gauze have or not?

224. We have it—what kind do you wish?

有个儂要本色个呢啥
Yeu kó, núng yá pung suh kó nyi sáh.
Have, you wish original color or what?

225. I wish a green plaid pattern.

我要綠个骰子花个
Ngú yá lóh kó duh' tsz hwó kó.
I wish green dice figure.

226. Bring some and let me see.

儂挪兩疋出來我睃睃看
Núng ná liáng p'ih tseh lé, ngú sú sú keuh.
You take several pieces out come, I look look see.

227. This is too coarse—I wish finer.

第種忒希還要細點哩
Ti tsúng tuh 'shí, wa yá sidng ti lih.
This kind too open, still wish fine a little.

228. Here is some of the best quality.

第種末頂好顏色也頂高
Ti tsúng meh ting há, ngá suh yá ting ká.
This kind very best, color also most exalted.

ATMOSPHERICAL CHANGES

During the Week ending 18th September, 1851.

The weather of the past week has been uncommonly cool, wet, and gloomy. The amount of rain fallen has been inches 3.32. The cotton and rice crops have both suffered in consequence; the nearly ripened grain of the latter being in many places laid prostrate.

The average temperature of the past week has been only 70° 7′ as compared with 74° 0′, the average of the corresponding week in 1850.

It may be here noted that in consequence of typographical errors, especially those connected with the punctuation, last week's report was unintelligible.

TABLE
MEAN DAILY READINGS
OF
BAROMETER, ANEROID, THERMOMETER, ANEMOMETER, & OMBROMETER.

September.		Barometer.		Aneroid	Thermometer.		Wind.		Rain.	
Day of Month.	Day of Week.	1851	1850	1851	1851	1850	1851	1850	1851	1850
12	F.	29.98	29.96	29.86	67.	74.5	N. to N.E.	N.N.W.	0.70	0.00
13	S.	29.89	30.03	29.76	75.	74.5	N.N.E. to S.	N.N.W. to N.W.	0.10	0.00
14	S.	29.99	30.09	29.80	73.	75.5	N.	NW. to NE. by N.	0.15	0.00
15	M.	30.06	30.21	29.92	71.	72.5	N.W.	NE. by N. to NE.	0.02	0.00
16	Tu.	29.89	30.11	29.81	69.	67.	N.E.	N. to N.W.	2.20	0.00
17	W.	29.92	30.12	29.79	70.	72.	N.E.	E. to N.E.	0.35	0.00
18	Th.	29.85	30.05	29.73	70.	72.5	S.S.E. to N.W.	N.E.	0.40	1.00
								Total	3.32	1.00

Shanghae, 19th September, 1851.

THE
NORTH-CHINA HERALD.

SHANGHAI, SATURDAY, SEPTEMBER 20, 1851.

NOTICE.—The hours of DIVINE SERVICE in Trinity Church, are on Sundays, at 11 A.M. and 3 P.M.; and on Wednesdays, at 5.30 P.M.

Bibles, (in various languages), Prayer Books, and Hymn Books, can be obtained by application to the Chaplain, or of Mr. Wright, the *Sexton*.

JOHN HODSON,
Chaplain.

NOTICE.—Public Worship is held in the new School-room, on the premises of the "London Missionary Society," every Sabbath, at half-past 9 A.M.

Shanghae, December 5th, 1850.

Advertisements received for insertion up to *Friday night* in each week.

TO CORRESPONDENTS, AND CONTRIBUTORS.

Contributions, duly authenticated with the writer's name and address, will, at all times, receive due attention. The names of correspondents and contributors will not be published, if they prefer any other designation.

Anonymous communications, on matters of public policy, or general interest, will be thankfully received; it is, however, particularly requested, that such correspondents will abstain from all personalities.

We especially invite articles tending to develop the enlargement of our commerce, or the interest of our port.

We cannot pledge ourselves to return papers not published.

An Editor's box will be kept at the office, for the reception of all communications.

LATEST DATES.

England,	June 24.	Port Philip,	June —.
Calcutta,	July 18.	Sydney,	June —.
Bombay,	July —.	Amoy,	Aug. —.
Madras,	July 14.	Hongkong,	Aug. 22.
Singapore,	Aug. 1.	Ningpo,	Sept. —.
Penang,	July 28.	New York,	June 9.
Batavia,	June 21.	San Francisco,	July 7.
Manila,	July —.	Sdwich. Islands,	July —.

We give publication this week to a Circular of some interest from Her Britannic Majesty's Consulate, referring to one which recently emanated from the United States Consul, announcing the determination of his Government to enforce the production of Consular Certificates with the Invoices, as the condition of Entry to merchandize in the Ports of the United States.

As the principal article of export from hence to the United States, Tea,—is not a dutiable article, it may be questioned whether the law referred to was originally intended to require Consular Certificates for such shipments. But our information on this point leads us to conclude, that it would neither be safe nor politic to dispense with the Certificate whether the article shipped be dutiable or not. The explanation given by Mr. Griswold, in answer to the British Consul, will go far to obviate some of the objections British Merchants might otherwise have felt disposed to take to a rule, which compels them to give detailed information of their shipments for the United States, to an American Merchant, in his capacity of Consul. It will be seen that neither copy of the Invoices nor inspection of their contents are required at the American Consulate, and the only particulars to be furnished are those specified in the body of the Certificate. The name of the Ship, Number of Packages, and the name of the party on whose account, and at whose risk they are shipped. Even these items are more, no doubt than any Merchant would give if it were left to his option, but if the laws of the United States require such information, we do not see what remedy there is.

We notice with much pleasure that many substantial improvements are being made in the roads and bridges in the neighbourhood, many of which were before impassable during the wet season. We observe that some of the paved roads have been taken up and the stones used as a curb the centre being filled up with sand; the old bridges repaired and rendered quite safe for man or horse—and those roads which were formerly falling into a bad state are we learn to be put in good repair. All these improvements have been kindly taken in hand by one of our Community, who has received ample funds for the purpose, and the further and extensive improvements proposed will not we understand cost the Subscribers more than Ten dollars each; by which they secure to themselves a very extensive ride or walk into the country; the line of road in contemplation, is so far as we can learn, from the Revd. Mr. Taylor's house, past the Revd. Mr. Shuck's and over Mackenzie's bridge (the terminus of the present repairs). Along the Great Western road, across to the Bubbling Well and home through Budville—all of which is expected to be put in good repair at a cost of some 4 to 500 dollars, or less.

In our list of Shipping in Port, will be found an additional column, containing as far as we are yet able to ascertain, the Custom-house Numbers of each vessel; this plan has been suggested as likely to be useful to our local readers, when making their Custom-house entries, especially when vessels have names not easily put into Chinese. We trust we are not wrong in our ideas that this column will be of service to the Mercantile portion of our readers, and if so, they will much oblige us by correcting any errors which may inadvertently creep in, and handing us numbers of such foreign vessels as we are unable to obtain from other sources.

We are glad to learn that the Monument at Chusan, erected to the Memory of British Soldiers who fell in action or died from disease during the Chinese war, and which had fallen to ruins, has been rebuilt at the expense of D. B. Robertson, Esq., H. M.'s Vice-Consul.

The Committee in charge of the Shanghae Cemetery, beg leave thankfully to acknowledge the following contributions towards improving and ornamenting the cemetery:—

J. Mackrill Smith, Esq.,	Drs. 50
A voluntary contributor,	„ 50
A. MacCulloch, Esq.,	„ 50
	Drs. 150

CIRCULAR.

No. 16.

British Consulate Office,
Shanghae, 12*th Sept.*, 1851.

The annexed correspondence with the Consul of the United States of America, respecting the Circular of the 31st August from the United States Consulate, is sent round for general information.

It appears that all goods shipped hence for any Port of the United States must be accompanied by an Invoice giving a true and faithful account of the *cost* of such goods, to be further verified by a Consular Certificate from the place of export, in the form annexed, and without these documents in due order, no goods will be admitted to entry. In all such cases the parties concerned will have to make oath before the Consul of the United States, that the Invoice they hold contains a true account of the goods; to which Invoice the Certificate will be annexed in their presence. The particulars as to number of packages, date of Invoice, and name of vessel may, if the parties prefer it, be handed in separately for insertion in the body of the Certificate, no copy of the Invoice—or inspection being required at the United States Consulate.

Rutherford Alcock,
Consul.

To the British Mercantile Community, at Shanghae.

Copy No. 168.

British Consulate Office,
Shanghae, 9*th Sept.*, 1851.

Sir,—Referring to your Circular of the 31st August last calling attention to a Despatch dated April 7th from the Acting Secretary of the Treasury of the United States, as to the necessity of Invoices being accompanied in certain cases by Consular Certificates, if parties sending merchandise to the United States would avoid the penalties which the want of them may by law entail; I have the honor to request you will favour me with such information as may be in your power in respect to the law referred to, the nature of the Certificates required, and the circumstances under which such Certificates will be required of British Merchants shipping merchandise from hence for any Port of the United States.

As I have reason to believe many of my Countrymen at this Port are in total ignorance of these necessary details, and may for the want of some authentic information on such points unintentionally err and subject themselves to legal penalties, you will I am sure readily give me the means of guarding them against the risk they may otherwise unwittingly incur. I have, &c.,

(Signed) Rutherford Alcock.

True Copy,

Fred. Howe Hale.

To J. N. A. Griswold, Esquire.
U. S. A. Consul.

Copy.

Extract of Letter from J. N. A. Griswold, Esquire, *United States Consul at Shanghae to* Rutherford Alcock, Esquire, *Her Britannic Majesty's Consul, dated 10th Sept.*, 1851.

In reply to your letter of yesterday's date, I beg to state that by law Consular Certificates of the enclosed Form are required to be sworn to and attached to Invoices of all goods shipped to the United States when the parties owning the goods do not reside in the Port of Entry.

Strictly construed the law does not in my opinion require that Certificates should be attached to Invoices where one or more of the owners are present at the Port of Entry to verify the cost under oath, but latterly at San Francisco, and some other Ports the Collector has demanded such Certificates for Entry of all dutiable goods whether the owners were there or not and required the Consignees to give Bonds for their production.

True Extract,

Fred. Howe Hale.

CONSULATE, UNITED STATES AMERICA, SHANGHAE.

On this day of in the year of our Lord one thousand eight hundred and fifty before me Consul of the United States of America, personally appeared a subject of Great Britain, who being duly sworn, did declare, that the Merchandize described, and contained in the annexed Invoice of Packages, dated is shipped on board of for on account, and risk of and further that the said Invoice contains a faithful account of the actual price paid for the said goods, or the fair market value thereof.

In testimony whereof I have hereunto set my hand, and Seal of Office, the day, and year first written.

Copy.

United States Consulate,
Shanghae, 31*st August*, 1851.

The undersigned Circulates for general information the following Extract from a Despatch dated April 7th lately received from the Acting Secretary of the Treasury of the United States.

Extract.—Numerous applications are constantly being made to the Department for permission to enter merchandize where the Invoices are not accompanied by the needful Consular Certificate in the cases where such Certificates are by law required. The Department has heretofore acted with great leniency and indulgence in such cases; but experience has shown the necessity for a more rigid course in future, which course will be pursued after a reasonable delay; and in all cases where such Consular Certificates should accompany the Invoices any penalty which may be incurred for want of them will be regularly enforced, and you will please take the needful steps for making this determination of the Department generally known at your Port.

(Signed) J. N. A. Griswold.

True Copy,

Fred. Howe Hale.

To the Foreign Mercantile Community, Shanghae.

The high respectability of our Correspondent, *No Croaker*, induces us to publish the following letter; it seems to be another instance of the adage, that, we must go away from home to learn what is passing around us:—

THE NINGPO PANIC.

To the Editor of the
"North-China Herald."

Dear Sir,—The rumours which, some weeks since, were current in Shanghae respecting the conduct of some of the Chinese officials at Ningpo, have been several times alluded to in your columns. I would not wish to trouble your readers with the subject again, but that justice to all concerned seems to demand, that the facts of the case be distinctly stated to the public. Your two Ningpo Correspondents evidently stand in need of some information. One of them spoke of a "ridiculous panic not confined to natives." The other contradicts this, and says that some of the foreign community knew nothing of it—a conclusive proof, in so small a community, that *none* of them were very much frightened.

Your Correspondent *Anti-Croaker* no doubt tells all he knew of the matter, but he seems to have been ignorant of some important facts, or he would not have represented the affair as originating with a petty sub-chancellor. There is every reason to believe that it was all in accordance with instructions from Hangchow. While the Chancellor was attending the examinations, in the spring, he made several sarcastic remarks, reflecting upon the officers and people of Ningpo, for allowing themselves to be disgraced by the establishment of so many charity schools, by the foreigners. He was particularly severe upon the Prefect, for allowing a high building to be erected near to his own office. Immediately after the Chancellor's departure a flaming proclamation appeared, exhorting the people to contribute more liberally to charity schools, and to establish new ones. The officers generously offered to take charge of all funds contributed, and agreed to provide pupils with nail-shoes and umbrellas, besides a few cash each day to buy tiffin. The people responded to this appeal in a way which exhibits, in the most unmistakable manner, their patriotism, and their confidence in the disinterested zeal and integrity of their rulers. Not a cash was contributed. Their first plan having failed, the authorities changed their tactics, and made a deliberate attempt to break up the foreign schools. Constables put on their fiercest looks, walked boldly into the schools when no foreigners were present, and dropped sundry ominous hints and portentous words. Scholars and teachers were in terror. In a short time two flourishing day schools were entirely broken up, and another has been rapidly melting away.

Then came the corps of spies—eight men from the office of the Prefect, and eight from that of the district magistrate. Their object was to frighten teachers and servants, and they effectually succeeded. They took the names of all who were or ever had been, employed by foreigners, made inquiries as to the persons who had sold land, and did all they could to excite alarm. Teachers were given to understand that they were to be excluded from literary promotion, and their wives and children, if not themselves, inferred that their heads were to be taken off. Yet none gave up their places. The Taoutae did, however, when called upon to explain, deny all knowledge of these magnificent operations, and it is not to be supposed, *of course*, that a Taoutae would lie.

If the foreign community had been alarmed by these acts, and the many rumours of intended violence to which they gave rise, it would be as idle to call their fears *ridiculous*, as it would be to characterize in this way the conduct of the Consuls who, at Shanghae about the same time, prudently changed the movements of vessels of war on account of a scurrilous placard from a vulgar rabble. But however little frightened, they were justly indignant, and some of them very properly made a complaint to the United States Consul. They cannot be responsible for the *exaggerated reports* circulated in Shanghae. This is no "joking matter" indeed, for it shows a disposition on the part of the Chinese Government to heap upon foreigners all the indignities which they will quietly bear.

I am a friend, Mr. Editor, to truth and justice, but am as yet, if you will take my word for it,

No Croaker.

To the Editor of the
"North-China Herald."

Dear Sir,—Be good enough to allow me space sufficient in your columns to call the attention of my countrymen to the communications touching the Shanghae Burial Ground, published in your last issue. At present I merely wish to call attention to two points in the above communications, viz.,—that, first, the British Government is the principal shareholder, and second that no person can be a shareholder unless he be a British subject. Now I have not the slightest objection to British subjects entering into any arrangements they please, but I do not think American residents here should be at all dependent upon any establishment whatever based upon such arrangements as above. British subjects may establish a set of Rules and Regulations touching this Burial Ground which may very well suit themselves but which may be of such a nature as to render it positively humiliating for American citizens to avail themselves of the offers of space in the Ground for their departed friends. Already have I heard serious complaints from American residents touching the management of this establishment. Still further, the British Government, it appears, has the right to do what it pleases with this Burial Ground in future. Then suppose it order one of its state paid lawn sleeve gentlemen, styled "Bishops," to pass this Burial Ground through the process called "consecration," why, endless and mortifying would be the difficulties at present in many places in India. I therefore submit to American Residents the importance of their at once securing a Burial Ground of their own. Several pretty plots of ground can now be purchased, fenced in, and laid out and planted with shrubbery, the whole not exceeding a cost of from five to seven hundred dollars.—I remain, yours, &c.,

An American.

Shanghae, 17th September, 1851.

Histoire de la Conquête de la Chine par les Tartares Mancheoux, Tome premier, par M. Vojeu de Brunem, B. & P. D. M. *à Lyon*, MDCCLIV.

(Continued from No. 58.)

TRANSLATION.

BOOK SECOND.

Some days after this answer to his father's letter, Ousankouei learnt that a large detachment of the enemy advanced with rapid strides, to reconnoitre and attack him. This detachment was ordered to march, at the same time that Tongong had left Pekin; in order that, if the negociation did not succeed, the Envoy transformed into a General, might quickly revenge the fruitlessness of his embassy. These troops drew as near to each other as they well could, without causing any movement on the opposite side; and this repose did not fail to be attributed to the terror with which they were thought to be inspired.

Ousankouei soon undeceived them, seeing one evening that the rebels were busy forming their camp, with the intention, no doubt, to sally forth the following morning and fall upon his army; he attacked them so briskly and with such energy, that very few escaped him; the victorious soldiers giving no quarter, the better to satiate the vengeance of their General.

Lystching, somewhat humbled by this defeat, the only one his troops had experienced during six years, resolved to put himself at their head and march against the enemy, with the best of his troops, amounting to fully sixty thousand men. As the heir apparent and his two brothers had recently fallen into his hands, the tyrant thought it expedient to carry them along with him laden with chains, as well as the father of Ousankouei. His purpose was thereby to intimidate the General, and his army against whom he fought by this brutal exhibition. The most intense ardor animated him in his march. Independent of his natural activity which was always the greatest, and the extreme desire that impelled him to wash out the disgrace of his arms in the blood of the enemy; it was a paramount object that they should engage before the arrival of the Manchus. Thus, far from awaiting Ousankouei under the cannon of Yonping*, as his lieutenants advised him, he pushed on beyond that place, and took up his position very near to the enemy. The same day he found his army in order of battle, so forming his troops that they must outflank those of Ousankouei less numerous by one third, and would thus place them in danger of being surrounded.

Ousankouei soon saw the magnitude of this danger, and sought for means to preserve himself from it. Persuaded that he who in war attacks and forestals the enemy, usually acquires thereby a great advantage, he was desirous to make the first advance. Not only then did he begin the attack, but he fell upon the enemy diagonally: ordering his right wing to come on speedily, whilst the remainder of the line should advance somewhat more leisurely. He hoped that the force of the attack of his right wing would irreparably break the left wing of the enemy, and that this first success would infallibly be attended with happy results.

His expectation was fully borne out by the result. However brave the troops of the rebels, this bold stroke of being the first in the field took them by surprise; and they were so roughly handled, that it was impossible not to waver. Lystching seeing his left wing driven back, ordered up all his reserve to their succour; and rushing into the hottest of the battle with all the boldness and rage of a partizan leader, reduced to despair, he so well retrieved the battle, that Ousankouei would have been totally defeated, had not the Tartars arrived in the very crisis to assist him.

From the summit of a neighboring eminence they had perceived the danger of their friends, and they at once hastened their speed, and galloped into the field in order to succour their allies. They arrived just in time, stopped a moment to take breath, shouted their arrival, formed and closed their ranks, then suddenly rushing upon the enemy, sword in hand, they checked them in the midst of their career, overthrew them and strewed the plain with their slain. This mode of proceeding, so conformable with Tartar habits, at first surprised the intrepid Lystching. But his martial ardor, or rather the rage and malice that consumed him arousing more than ever the energies of that warlike spirit, he was about to renew the charge, when the sight of Ousankouei made him lose all thought of it. That General who had in the meantime rallied his army, united his forces with the Manchus in order to second their efforts, resolved to conquer or perish that day along with them. Lystching thought he was lost, if he delayed his retreat a moment. He effected it t e same hour, leaving on the field of battle nearly half his army, or about thirty thousand of his men. Yonping was not far off; he therefore took refuge in it with the wreck of his army.

On the morrow he sent a second envoy to Ousankouei, to make him proposals of peace; but this General demanded first of all, that he should put into his hands the three Princes now prisoners, together with his Father Ousiang. Such assuredly was not the intention of the usurper: all that he did, was only in order to gain time. Seeing therefore that his conqueror was not disposed to be deceived, he quitted Yonping and took the road to the Capital, where the troops scattered about the environs received orders to join him.

The first thing he did on his arrival at Pekin, was to form several small corps, to the number of eighteen, whose duty was to keep all the passages; and posted them so effectually that they could each assist his neighbours. Undoubtedly nothing could be better conceived in this critical conjunction of the rebels: but the celerity of Ousankouei and the great valour of his troops, rendered these precautions useless. All the rebels he overtook whether stragglers or united in small bodies, were soon beaten and scattered to the winds. Within a period of fifteen or twenty days the high road was open to the victorious troops, to go and shew themselves before Pekin.

On the first rumour of this new disaster, the tyrant felt his rage redouble. The three Princes, sons of the late Emperor; and the father of the brave Ousankouei, were the first objects of his vengeance. The death of the first appeared necessary to Lystching, that he might prevent the people from uniting in favor of these Princes, especially during the ceremony which he hastened to perform before quitting the Capital. He convoked all the Mandarins to the palace, in a few words stated his assumed rights to the Empire as a conqueror; and after having promised to render the Chinese happy for the future, he had himself recognised as the Emperor of China.

* Yonping-foo, a city of Pe-che-li, is a very important one, on account of its proximity to the gulf as well as the Great Wall. It is situated in 39° 55' m. 10" N. Lat., and in 136° 41' 38" of Long. East, of Paris.

his natural acti-
the greatest, and
impelled him to
f his arms in the
was a paramount
ngage before the
Thus, far from
der the cannon
tenants advised
d that place, and
ery near to the
e found his army
ming his troops
those of Ousan-
one third, and
danger of being

the magnitude of
or means to pre-
ersuaded that he
d forestals the
thereby a great
ous to make the
y then did he
e fell upon the
ering his right
lily, whilst the
d advance some-
hoped that the
ight wing would
ft wing of the
t success would
h happy results.
lly borne out by
ve the troops of
ke of being the
m by surprise;
ly handled, that
waver. Lyst-
g driven back,
their succour;
st of the battle
l rage of a par-
despair, he so
hat Ousankouei
efeated, had not
e very crisis to

eighboring em-
d the danger of
once hastened
nto the field in
ies. They ar-
d a moment to
arrival, formed
then suddenly
my, sword in
in the midst of
m and strewed
This mode of
le with Tartar
e intrepid Lyst-
ardor, or rather
consumed him
the energies of
about to renew
of Ousankouei
ht of it. That
eantime rallied
with the Man-
heir efforts, re-
that day along
hought he was
reat a moment.
ur, leaving on
alf his army, or
is men. Yon-
therefore took
of his army.
a second envoy
m proposals of
manded first of
o his hands the
s, together with
uch assuredly
e usurper: all
order to gain
hat his conque-
e deceived, he
the road to the
scattered about
ers to join him.
n his arrival at
l small corps,
n, whose duty
es; and posted
hey could each
doubtedly no-
ceived in this
e rebels: but
i and the great
ered these pre-
rebels he over-
united in small
and scattered
eriod of fifteen
road was open
go and shew

his new disas-
redoubtable. The
late Emperor;
e Ousankouei,
his vengeance.
ared necessary
ht prevent the
favor of these
the ceremony
rm before quit-
nvoked all the
in a few words
to the Empire
having promis-
happy for the
cognised as the

, is a very important
the gulf as well as the
56′ m. 10° N. Lat.,
of Paris.

Hardly was this farce complete, than Ousankouei thundered at the gates of Pekin, with an army of sixty thousand men, for his successes had attracted a great many Chinese to his standard. But the joy that he felt at finding himself on the eve of delivering that great City, was fearfully damped, by the first object that met his gaze on the summit of the walls. This was the head of Ousiang, that Lystching had ordered to be set up with a most infamous inscription attached to it.

At sight of this Ousankouei made a fearful exclamation; the whole army did the same and the noise was heard in the town and reached the ears of the tyrant, Lystching who immediately learned the cause of it, could not conceal his fears; foreseeing in this universal cry of horror in the hostile army a fatal agreement between the General and his Soldiers, to push him to extremities and ruin him.

He then quickly resolved to abandon Pekin, leaving behind him cruel tokens of his stay in that Capital. He gave orders the very same night that the immense treasures of the Palace should be placed on wagons; he then placed some light detachments of troops in different quarters, whom he commanded to set fire to the palace and the nine gates of the City, precisely at three o'clock in the morning; as for himself, he abandoned Pekin a little after sunrise. He took the road to the west.

The flames of the conflagration acquainted Ousankouei with the cause which was the flight of his enemy. He immediately ordered some of his officers to go into Pekin, engaged them to reassure the inhabitants, and get them to put out the fires; whilst with his cavalry and the Tartars, he pursued the rebels. Although his march only began at two o'clock in the afternoon, it was nevertheless so rapid, that the advanced guard fell upon the rear of the enemy's baggage at the bridge of Laykeou†.

The escort in charge of this prodigious baggage consisted of eight thousand men; and it is probable had they quickly formed and made head on the bridge, Ousankouei would have been placed in an awkward predicament, the road being narrow and extremely broken up by the trampling of so many horses. But this troop was so ill conducted as to be unable to strike a decisive blow. Those who composed it thought that the enemy once within the walls of Pekin, would assuredly stay some days to repose from the fatigues of war, instead of setting out immediately in pursuit of them; and under this idea they marched in disorder. Their confidence went so far, that many of them, in order to be more at their ease, had taken off their accontrements and placed them on the baggage wagons. Thus Ousankouei's soldiers had an easy affair with those eight thousand men; and put them quickly to the sword.

A remarkable instance of presence of mind in the victorious General should here be recorded. As soon as he perceived the long train of wagons at a distance, he foresaw that his advanced guard would be strongly tempted to rush upon and pillage it. But to check Chinese cupidity upon so trying an emergency, and prevent their yielding to the temptation, he issued a notice under pain of death, forbidding his soldiers to touch a single thing: promising them on his return, to distribute faithfully to all the army a portion of this rich booty. The soldiers obeyed his order and the General kept his word.

The massacre of the escort, although its execution was quick, much hindered the advance of the army; besides which the road being covered with wagons for several leagues rendered the road almost impassible and caused much delay. Lystching took advantage of this and put himself in a place of safety, and Ousankouei giving up hope of overtaking him, or of finding a favourable opportunity of giving him battle, put an end to the pursuit, and his soldiers a season of repose.

During this cessation of hostilities, different bodies of Manchus arrived in succession, each announcing the approach of another body of their countrymen. This eagerness to serve in China showed itself in these strangers without affectation, and as yet caused no offence. They were graciously welcomed, as the army was persuaded, that the greater number of these auxiliary troops arrived, the more confident would it feel of conquering the rebels speedily, and totally extinguishing the rebellion.

When Ousankouei saw that the Tartars amounted to above sixty thousand men, he thought that with such a reinforcement he might go in search of the enemy, and attack him however he might be intrenched. But Lystching who expected that the combined Chinese and Manchu armies would soon fall upon him, had omitted nothing to give them a fitting reception.

On abandoning Pekin, this man always puffed up with ideas of his own greatness, and obstinately fixed upon his original designs, of invading the Empire sooner or later, was unwilling to abandon a great many towns in Pecheli. He had flattered himself that a return of success might by means of these garrisons, enable him to regain the Capital. But now his sentiments had undergone a great change. Perceiving that Ousankouei was determined to pursue him to the death, and that swarms of Tartars continually swelled the army of that General, he perceived that he would require all his forces. He therefore called around him all the troops he had placed in the provinces, and these troops united with some he had sent for from Shense, formed altogether an army of two hundred thousand men, the greater part of which was formed of old soldiers.

Ousankouei was soon aware of it: but the contemplation of such numerous forces which would infallibly have arrested all other (Chinese) Generals, less skilful or less keen in his thirst of vengeance, was for him an additional motive for opening the campaign as soon as he saw his army ready for action. The conjunction of so vast a number of rebels appeared to him to present a fine opportunity to effect the design he had formed of exterminating the whole. The attempt alone must result in increasing the reputation of his arms, and diminishing that of his enemy. His march was neither precipitate, nor slow; it occupied six days; and on the evening of the sixth, they had arrived so near to the rebels, that Ousankouei, with the advice of the Tartar General, resolved to attack them next day: and employed a great part of the night in forming his order of battle.

(To be continued.)

† Laykeou-heen, is a town of the third order, in Peche-le, in N. Lat. 39° 25′ 10″ and 135° 37′ 22″ of Long. E. of Paris.

Mr. Cobden's extraordinary speech at the peace meeting at Birmingham, on Wednesday last, has been more generally and sharply condemned, in public and private, than any former address of his that I can remember. People ask whether this is the liberal Mr. Cobden, the assertor of freedom of speech and defender of a free press who now recommends the removal of an English journalist from Shanghae, and the destruction of his printing presses by the Emperor of China, because his notions of the peace question as applied to the East do not exactly square with those of the honourable gentleman the member for the West Riding of Yorkshire! Can this be the discreet and cautious politician we knew of old who denounces the nameless writer of one of the Messrs. Chamber's "Papers for the People," in which no worse sin is committed than the throwing out of recommendation to open by force of arms the hermetically sealed empire of Japan? Surely Mr. Cobden should have steered clear of any mention of Japan. Of all possible cases, the present relation of Japan to Europe tells most powerfully against his new doctrine of non-resistance, and its efficacy in augmenting trade. If ever there was a nation that not only ate dirt quietly, but cheerfully allowed dirt to be thrust down its throat, it has been the Dutch in the hands of the Japanese. For two hundred years, the Dutch have been the only Europeans allowed to trade with Japan, and that under conditions which rendered it impossible for any other nation to envy them the privilege. One factory only is allowed them, and that not on the mainland of any of the great islands which form the empire of Japan, but on a narrow rock, near the most insignificant of them, and where the representatives of commercial Holland are a civilised European power. And has the passive compliance of the Dutch increased their trade with Japan? Quite the reverse. The trade of Holland with Japan, which was long ago restricted to a limited purchase of certain prescribed articles, is being gradually diminished; so that, at no distant period, if non-resistance is to be the order of the day, the Dutch themselves expect to see an entire stop put to even their present insignificant traffic with Japan.—*(From a London Correspondent of a Contemporary.)*

The Progress of Steam Communication is now so rapid, that scarcely a month passes without furnishing us with new and most interesting notices of the improvements which are made in it. The reader may remember that some little time ago, the Americans were as inferior to us in the matter of sea going steamers, as they were superior in their establishment of river steamers. Brother Jonathan was at length roused, and determined to apply with his wonted energy to the construction of an ocean steam navy, and is reported to have vowed that in ten years he would gain the start of the old country; and well and truly has he kept his promise. The last mail brings us intelligence that the *Pacific*, an American Steamer, has accomplished the voyage from Liverpool to America in *Nine days and twenty hours*, the distance between 3,068 miles, which is on an average of Thirteen miles an hour. This is the most rapid progress which has ever been achieved, and it may be considered as forming a new era in Steam communication. The speed which has thus been attained, must very shortly become the standard by which all other sea going steamers will be compared, and the effect must eventually be to bring all the vessels of the old Companies in England up to the same ratio. It cannot fail to diffuse a fresh spirit of emulation throughout the steam Companies in Europe, and to bring the various countries in the world still nearer to each other.

The P. & O. Company, our earliest friends in India, and till lately, the general favorites of the community, appear to have formed the noble resolution of regaining all the ground they have been losing in public estimation. The general complaint against them was that they had ceased to act with a vigor proportioned to their privileges and their resources; and that their movements were retrogressive rather than progressive. They were therefore threatened with a sharp competition. They have now determined to put forth their full strength, and to anticipate the movements of their rivals by pre-occupying every route. We have had reason lately to commend their public spirit in establishing a new line to China; we are now informed, that the Company have made arrangements for putting on a second steamer every alternate month, between Calcutt and Suez, beginning with the month of August next, and also to establish a communication between Bombay and Aden, to meet the alternate vessel from Calcutta. At the same time they have arranged to start a second vessel from Southampton on 1st of every alternate month. This is, we trust, the *Precursor* of a regular double communication from Calcutta and England every month, and is intended eventually to supplant the Government Steam Packets between Bombay and Suez. There is a rumour that the Company lost some £5,000 by the last voyage of the *Precursor*, which was put on the line as an additional vessel from Calcutta in April. Even if such a loss has been sustained, it will be more than compensated by the popularity which they will acquire by this revived spirit of enterprize, as the period of the new contracts approaches; and they must be fully aware of the fact that nothing is so likely to secure them a continuance of their present privileges, as their being able to shew that they are deserving of them.

The Trieste steamers have also been going a head. The number of passengers which have been conveyed within the last three months from Alexandria to Trieste, by the vessels of the Austrian Lloyds, as chronicled in the papers, has struck every one with astonishment. It has created a strong impression that whenever the passage money from the ports of India to Suez, can be reduced to the same proportion as that which is now charged from Alexandria to Trieste, this will become a most favourite route, and will probably be preferred by half the Indian passengers. That the Company has been able to keep its head above water, amidst the most appalling difficulties and discouragements, reflects the highest credit on its very spirited conductors, and we most sincerely wish them every success in their own line. For some months back, Indian news has been received in London, by the Trieste route, earlier than by that of Marseilles, and we are happy to state that the Austrian Government announced on the 10th of May last that the Mails on the whole line of Rail from Trieste to the North of Germany, England, France, and Holland would be accelerated after the 15th of May as follows:—

To London,	48 hours.
Amsterdam,	48 "
Paris,	36 "
Hanover,	32 "
Bremen,	24 "

While we have these gratifying tokens of progression in every direction, the Honorable Company's Indian Steam Navy exhibits those signs of decadence which are always the forerunner of dissolution. That Navy, according to the acknowledgment of the Court, is maintained almost exclusively as a packet service. It has ten or eleven steam vessels, some of which are of superior size and great power. Yet so utterly inefficient has this steam flotilla become, so totally unequal is it to the performance of the duties, though light, which are entrusted to it, that the last Mail was actually conveyed from Aden to Bombay in a Collier, and was fourteen days in reaching the port. The Indian Navy is sealing its own doom. The intelligence of this most untoward event will, in all probability, reach England while the Committee on Steam navigation in the East is yet sitting, and be embodied in their report to the House, and it will leave the Court of Directors without an excuse for continuing to maintain an establishment, the value of the efficiency of which are in an inverse ratio to its cost.—*Friend of India, July 10.*

Japan and China.—The Exclusives and the Immortals.—The Emperor of Japan in a curious memoir, translated in the *Revue des Deux Mondes*, and republished in the *Hurkaru*, some months ago, is said to have expressed his absolute determination, not to admit the ingress of foreigners to Japan. His Majesty, with considerable effect, pointed to the neighbouring Empire of China, which had been exposed to all kinds of dangers from its intercourse with the "outside barbarians," and declared his conviction, that his own policy was the best calculated to preserve the peace of his subjects, and the integrity of his dominions. We believe, the view taken by the Emperor, though very narrow, was right to a certain extent—but the question is now to be put to the test, whether he can maintain his system of complete segregation from the rest of mankind, and whether one of the richest and most fertile countries in the world, is still to be known to Europe only as the place where they make lacquered-ware almost equal to papier maché, and where suicide is a matter of grave official etiquette. An extract from the *Polynesian*, published in the *Friend of China*, informs us, that the Naval Committee of the House of Representatives of the United States, were about to report a bill, for a regular line of Steamers from San Francisco to Shanghai. The *Englishman* of the 21st instant, further reports that two American war-steamers have arrived at San Francisco, and are to be despatched to Jeddo, with a request, that the Government of Japan will allow the Republic the privilege of a coaling station. Mr. Balestier, the American Consul at Singapore, has already started for Jeddo, with, we believe, three vessels under his command, so that his request will be enforced by the presence of a fleet, which would annihilate the whole marine power of Japan, in a few hours. Whether this persuasive argument is likely to have its due weight with the Emperor, remains to be seen, but the officers of the Republic are not much used to take a denial, and it is evident that the United States' Government have an object in view of more importance than their ostensible design. As the *Englishman* remarks, one of the Bonin or Ladrone isles, would be far more useful as a coaling station, but those groups do not possess the same commercial attractions as the Japanese Empire. It is within the bounds of possibility, that the Japanese Cabinet in the haughty confidence of ignorance, may order the immediate departure of the Envoy, and, upon his refusal, attempt to employ force, in which case the coaling station would probably be "annexed" without the formality of the Emperor's permission.—*Ibid.*

CHINESE RED BOOK, or TA-TS'HING-TSIN-SHIN.

大清搢紳

(Continued from No. 42.)

The following information is translated from the autumnal number of the *Red Book* for the past year 1850,—route, time, &c., which officials take in travelling:—

From the Imperial City (Peking) to each *foo* in Gnan hwuy:—

To Gnan hwuy and Ning kwoh *foos*,	65	days.
Chhe chow, Tae ping, and Loo chow *foos*,	50	"
Hwuy chow *foo*,	60	"
Fung yang *foo*,	40	"

From Gnan hwuy to each Province—

To Fung teen, Kan suh, Kwang tung, and Kwang se,	80	days.
Shun teen,	65	"
Chi li, Hoo nan,	60	"
Keang soo,	20	"
Shan tung, Che keang, Ho nan, Hoo peh, Keang se,	30	"
Shan se, Sze chuen, Shen se, and Fo keen,	60	"
Yun nan,	90	"
Kwae chow,	70	"

From the Imperial City (Peking) to the Tsung tuk's residence in Keang nan Province:—

600 *le* as before to Tung kwan *yih* (station) en route to Shan tung and on the borders of the province		thence.
60 " to Gnan tek *yih* in Tek *chow*		"
60 " Tae ping *yih* in Gan *heen*		"
75 " Yu chow *yih* in Keou tang *chow*		"
60 " Jin shan *yih* in Jin ping *heen*		"
58 " Thung pih urh *yih* in Tung o *heen*		"
105 " Tung yuen *yih* in Tung ping *chow*		"
70 " Sin kheaou *yih* in Wan shan *heen*		"
45 " Sin kea *yih* in Teze yang *heen*		"
40 " Chhang ping *yih*		"
70 " Tsow *heen* the *chow* border		"
40 " Thang yang *yih* in Thang *heen*		"
68 " Lin ch'hing entering Keang nan border		"
68 " Le kwoh *yih* in Seu *chow*		"
90 " Tung gan *yih*		"
50 " Theaou shan *yih*		"
40 " Kea tshing *yih* in Suh *chow*		"
60 " Hwuy yang *yih*		"
50 " Ta teen *yih*		"
70 " Ko tshin *yih* in Ling peih *heen*		"
60 " Yuk chwang *yih* in Fung yang *heen*		"
45 " Ch'he ho *yih* in Ting yuen *heen*		"
35 " Ta leu *yih* in Chhoo *chow*		"
60 " Chhoo yang *yih* (station)		"
60 " Tung ko *yih* in Keang poo *heen*		"
30 " Keang hwae *yih*		"
40 " the Tsung tuk's (or Governor-General's) official residence at Kin ling *yih* in Shang yuen *heen* in Keang ning *foo* (Nanking).		

2,107 *le* or 758 miles.

From the Imperial City (Peking) to the *Foo tae's* residence in Gnan hwuy, taking the Soochow route:—

1,957 *le* to Hung sin *yih* as above en route to Keang nan		thence.
45 " Tun yuen *yih* in Ting yuen *heen*		"
45 " Chang k'heaou *yih*		"
60 " Hoo ch'hing *yih* in Ho fei *heen*		"
40 " Teen poo *yih*		"
40 " Kin tow *yih* in Luh chow *heen*		"
40 " Koo ho *yih* in Ho fei *heen*		"
60 " San kow *yih* in San chhing *heen*		"
50 " Hae sin *yih*		"
60 " Leu ting *yih* in Tung ch'hing *heen*		"
80 " Leen tan *yih* in Hwae ning		"
60 " the *Foo tae's* Ya mun at Tung gnan *yih* in Hwae ning *heen* in Gnan khing *foo* (Gnan hwuy).		

2,537 *le* or 912 miles.

From the Imperial City (Peking) to each *foo* in Keang soo province—

To Keang ning, Ch'hang chow, and Chin keang *foos*,	45	days.
Hwae gnan and Yang chow *foos*,	40	"
Soo chow and Sun keang *foos*,	60	"

From Keang soo to each Province—

To Shun teen, Chi li, Hoo nan,	50	days.
Fung teen, Kan suh, Kwang tung, and Kwang se,	80	"
Shan tung, Ho nan, Che keang, Hoo peh, Keang se,	50	"
Shan se, Shen se, Sze chuen, Foo keen, Kwae chow,	60	"
Yun nan,	90	"
Gnan hwuy,	20	"

From Peking the Imperial City to Soo chow the Capital City of Keang soo:—

660 *le* to Gnan tek *yih*, Keang nan route as before written		thence.
80 " Theaou yuen *yih* in Ping yuen *heen*		"
70 " Lew tsaou *yih* in Yu chhing *heen*		"
69 " Yen Ch'hing *yih* in Tse ho *heen*		"
50 " Koo shan *yih* in Chang tshing *heen*		"
50 " Chang ch'hing *yih*		"
54 " Tie guan *yih* in Tie gnan *heen*		"
87 " Yang seen teen *yih* in Sin tie *heen*		"
52 " Sin tie *yih*		"
60 " Mung yin *yih* in Mung yin *heen*		"
60 " Luy chwang *yih* in E suy *heen*		"
65 " Kung teen *yih* in E suy seu *heen*		"
70 " E chow *yih*		"
38 " Le teen chwang *yih*		"
65 " Tan ch'hing *yih* in Tan ch'hing *heen*		"
41 " Hung suy poo *yih* in *Keang nan* border		"
60 " Thung woo *yih* in Suh tsheen *heen*		"
60 " Chung woo *yih*		"
60 " Ko ch'hing *yih* in Theaou yuen *heen*		"
60 " Theaou yuen *yih*		"
60 " Tshing kow *yih* in Tshing ho *heen*		"
60 " Hwae yin *yih* in Shan yang *heen*		"
80 " Gnan ping *yih* in Paou ying *heen*		"
60 " Show *yih* in Kaou yew *chow* border		"
60 " Mang ch'hing *yih*		"
60 " Shaou pih *yih* in Keang too *heen*		"
55 " Kwang ling *yih*		"
60 " King kow *yih* in Tan too *heen*		"
70 " Yun yang *yih* in Tan yang *heen*		"
90 " Kwan ling *yih* in Woo tsin *heen*		"
90 " Seih shan *yih* in Woo seih *heen*		"
100 " the *Foo tae's* official residence at Soo chow *foo*.		

2,655 *le* or 955 miles.

From the Imperial City (Peking) to each *foo* in Che keang province—

To Hang chow, Show hing, and Ning po *foos*,	55	days.
Hoo chow, and Kea hing *foos*,	50	"
Kim hwa, Khew chow, and Yen chow *foos*,	60	"
Wan chow, Tee chow, and Chhoo chow *foos*,	65	"

From Che keang to each Province—

To Shun teen, Chi li, Ho nan, Hoo nan, Kwang tung,	60	days.
Fung teen,	80	"
Keang soo, Gnan hwuy, Keang se, Foo keen,	30	"
Shan tung, Hoo peh,	50	"
Shan se,	70	"
Shen se, Kwang se, Sze chuen,	90	"
Kan suh, Kwei chow,	100	"
Yun nan,	120	"

From Peking to (Hang chow *foo*) the Capital City of Che keang province:—

2,655 *le*, route as before so far as Soo chow.		
45 " to Ping long in Woo keang *heen* entering Che keang province		thence.
120 " Se suy *yih* in Kea hing *heen*		"
90 " Fow lin *yih* in Shih mun *heen*		"
120 " Woo san *yih* in Tseen thang *heen* in Hang chow *foo*		"

3,030 *le* or 1,090 miles.

From Peking to each *foo* in Foo keen province—

To Foo chow, Hin hwa, Tseuen chow, and Shaou woo *foos*,	80	days.
Yen ping, Keen ning, and Ting chow,	70	"
Chang chow, and Foo chow (? error)	88	"
Tae wan (Formosa),	110	"

From Foo keen to each Province—

To Shun teen, Chi li, Shan se, Ho nan, Kwang tung,	80	days.
Fung teen, Sze chuen, Kwae chow,	100	"
Keang soo, Gnan hwuy, Hoo peh, Kwang se,	60	"
Shan tung, Hoo nan,	70	"
Kan suh, Yun nan, Shan se, and Shen se,	102	"

(To be continued.)

S—

We are glad to find that we were right in stating our belief that the *Sea Queen's*, was the quickest trip of the season.

We are informed also, that it is the shortest that has ever been made by *any* vessel at this season of the year.

It is gratifyigg to say that an English built vessel, has so well earned her title to the name she bears, when the American ships have been carrying off the prizes so much of late;—"*Palmam qui meruit ferat.*" We hope we shall hear of many more such trips.

IMPORT CARGOES.

Per *Lightning*, from Amoy:—

Agar,	300 pieces.
Shark's Fins,	2 bdles.
Sandalwood,	500 piculs.
Bird's Nests,	4 pkges.
Rattans,	450 bdles.

Per *Crisis*, from Liverpool:—

White Shirtings,	15,147 pieces.
Grey do.	68,333 „
Camlets,	1,600 „
Fancy Cottons,	900 „
Coloured Cottons,	2,300 „
Prints,	200 „
Chintz,	250 „
Buttons,	340 boxes.
Handkerchiefs,	2,880 dozens.

Per *Countess of Seafield*, from London:—

White Shirtings,	14,100 pieces.
Grey do.	10,500 „
Printed Cottons,	3,200 „
Fancy do.	98 „
Chintz,	500 „
Velveteens,	144 „
Camlets,	3,200 changs.
Wine,	36 cases.
Window Glass,	125 „
Beer,	139 casks.

Per *James Scott*, from Liverpool:—

White Shirtings,	5,950 pieces.
Grey do.	51,250 „
Printed Cottons,	2,550 „
Fancy do.	4,450 „
Camlets,	210 „
Velveteens,	144 „
Inferior Woollens,	200 „
Wine,	20 cases.
Lead,	70

Per *Sea Queen*, from London:

White Shirtings,	1,000 pieces.
Grey do.	27,040 „
Window Glass,	300 boxes.

Per *Eleanora*, from Amoy:—

Spars,	55
Bintangoo,	4 pieces.
Krangee,	40 „
Ebony,	260 piculs.
Laka Wood,	40 „
Rattans,	60 „
Sea Weed,	24 „
Bird's Nests, black,	3 „
Sewing Thread,	23 boxes.
Beche de Mer,	10 piculs.
Shark's Fins,	60 catties.
Mats,	4 bdles.
Chintz,	50 pieces.

Per *Nestorian*, from Hongkong:—

Drills,	25,055 pieces.
Sheetings,	10,000 „
Jeans,	1,000 „
Blue Drills,	400 „
White Jeans,	200 „
Lead,	2,430 piculs.
Clocks,	53 cases.
Music Boxes,	1 „
Tea Mats,	161 pkgs.
Flour,	90 barrels.
Personal Stores,	735 stores.

VESSELS DEPARTED FROM WOOSUNG.

Sept. 13, Prince, *for* London.
14, Ariœnis, „ Hongkong.
14, Olivier van Noord, (Du.) „ Liverpool.
14, Wellington, (Am.) „ New York.

VESSELS EXPECTED.

From *London.*—John Bunyan, and John Dugdale.
Liverpool.—Cathaya, Champion, Jeremiah Garnett, and Sunda.
Bombay.—William Goddard.
Singapore.—Abaraman, Acadia, Druid, and Whampoa.
California.—Stag Hound.
Hongkong.—Abergeldie, Antelope, Eucles, Iona, Island Queen, Mary and Ann, Mazeppa, and Nymph.

Export of Silk Piece Goods from Shanghae to United States, for the Year ending 30th June, 1851.

Long Pongees,	56,500 pieces
Pongee Handkerchiefs,	25,600 „
Sarsnets,	6,000 „
Sorts,	4,500 „
Total Pieces,	92,600

TABLE

Showing the Import *and* Export Duties *on British Trade, and* Tonnage Dues *on British Vessels; paid to the Chinese Government, at the Port of* Shanghae *during the following Years 1843 a 1850.*

	Duties.	Tonnage Dues.	*Total Taels.*
1843,	24,101-9-9-9	985-0-0-0	25,086-9-9-9
1844,	138,595-3-7-2	2,000-0-0-0	140,595-3-7-2
1845,	444,668-5-7-9	7,114-4-0-0	451,782-9-7-9
1846,	483,658-5-8-8	5,349-9-0-0	489,008-4-8-8
1847,	561,253-5-9-4	6,126-3-0-0	567,379-8-9-4
1848,	456,381-7-8-4	5,959-5-0-0	462,341-2-8-4
1849,	603,480-4-1-7	9,580-9-0-0	613,061-3-1-7
1850,	561,901-3-7-9	9,598-6-0-0	571,499-9-7-9
Total,	3,274,044-9-1-2	46,714-6-0-0	3,320,759-5-1-2

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Departures.	Cargo.	Consignees.
Sept. 15	Panama	A. ship	612	Dearborn	New York	May —	General	Russell & Co.
„ 15	Dido	B. schr	31	Judd	Ningpo	Sep. —	Ballast	Captain.
„ 16	Malvina	H. ship	250	Both	Hongkong	Aug. —	Ballast	Russell & Co.
„ 16	Eleanora	B. bark	320	Hunter	Amoy	Aug. —	Sundries	Wolcott, Bates & Co.
„ 17	Nestorian	A. ship	695	Blish	Hongkong	Aug. 25	General	J. M. Smith & Co.

PASSENGERS—per *Nestorian*, Mr. and Mrs. Hillier, and 3 Children, G. W. Talbot, and J. A. Amory, Esqs.

DEPARTURES.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Sept. 13	Ariœnis	B. schr	176	Church	Hongkong	Treasure	Lindsay & Co.
„ —	General Mitchells	Du. sh.	383	Prosser	Singapore	Sundries	Wolcott, Bates & Co.

RECEIVING SHIPS.

Vessels.	At	Flag & Rig.	Tons	Captain.	Owners.
Agnes	Woosung	B. bark	340	Lacy	Pestonjee Framjee Cama & Co.
Bride	„	B. brig	179	Doble	Cooverjee Bomanjee.
Clown	„	B. brig	152	D'Bussche	P. & D. N. Camajee & Co.
Emily Jane	„	B. ship	427	Landers	Dent, Beale & Co.
Folkstone	„	B. ship	406	Jauncey	Jardine, Matheson & Co.
Madeu	„	B. bark	236	Chape	P. S. & N. M. Lungrana.
Mastiff	„	B. brig	148	Anderson	David Sassoon, Sons & Co.
Time	„	B. sr.	110	*Laid up*	Pestonjee Framjee Cama & Co.
Science	„	A. ship	388	Roundy	Russell & Co.
Snipe	„	A. brig	176	Endicott	Augustine Heard & Co.
Swallow	„	B. bark	343	Thomson	Lindsay & Co.
William	„	B. brig	130	Duins	Gilman, Bowman & Co.
William the IV	„	B. bark	176	*Laid up*	Lindsay & Co.
William Hughes	„	A. brig	250	*Laid up*	Russell & Co.

SHIPPING IN PORT.

MERCHANT VESSELS.

Vessels.	C'tom House Nos.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch.
Alverton	562	Aug. 9	B. bark	409	Buckland	Russell & Co.		
Anne Jane	567	Aug. 9	B. ship	357	Fawcett	Smith, Kennedy & Co.	P. or Charter	
Annette Gilbert	564	Aug. 10	B. brig	283	Chapman	Smith, Kennedy & Co.	P. or Charter.	
Countess of Seafield	571	Sept. 5	B. ship	450	Leisk	Dent, Beale & Co.	London	Early
Crisis	570	Sept. 6	B. ship	426	Gibson	Dent, Beale & Co.		
Dido	575	Sept. 15	B. schr	31	Judd	Captain.	Ningpo	Soon
Eleanora		Sept. 16	B. bark	320	Hunter	Wolcott, Bates & Co.		
Emily	566	Aug. 10	B. bark	253	Valentine	Hargreaves & Co.	Liverpool	Early
Equator	568	Sept. 8	B. brig	235	Carter	Smith, Kennedy & Co.		
Euphrates	537	July 25	B. ship	428	Gowanlock	Jardine, Matheson & Co.	London	Early
Heroine		Aug. 22	Sia. bg.	140	King	Sykes, Schwabe & Co.		
James Scott	572	Sept. 7	B. bark	346	Sutter	Gibb, Livingston & Co.		
John Baring	149	Mar. 28	A. ship	529	Hussey	Wolcott, Bates & Co.	New York	Early
Josiah Quiney	162	Aug. 1	A. ship	475	Endicott	Augustine Heard & Co.	New York	Early
Lady Macdonald	555	July 20	B. ship	678	Elder	Mackenzie, Brothers & Co.	London	Early
Lantao	158	July 15	A. ship	595	Bradbury	Russell & Co.	New York	Early
Lightning	569	Sept. 6	B. schr	182	Bing	Smith, Kennedy & Co.		
Lydia	169	Aug. 24	A. schr	161	Potter	Russell & Co.	San Francisco	Soon
Malvina	6	Sept. 16	H. ship	250	Both	Russell & Co.		
Martin Frederick		Aug. 20	Pru. bq.	595	Schutz	Lindsay & Co.		
Mencius	565	Aug. 10	B. ship	509	Penrice	Jardine, Matheson & Co.	Liverpool	Early
Menzies	561	Aug. 7	B. ship	448	Braithwait	Sykes, Schwabe & Co.		
Nerbudda	563	Aug. 11	B. bark	428	Main	J. M. Smith & Co.	N. S. Wales	Early
Nesto Ian	171	Sept. 17	A. ship	695	Blish	J. M. Smith & Co.	New York	Early
Oliver Cromwell	556	July 22	B. bark	504	Smith	Smith, Kennedy & Co.	London	Early
Panama	170	Sept. 15	A. ship	612	Dearborn	Russell & Co.	New York	Early
Panic	560	Aug. 7	B. bark	460	Howard	Shaw, Bland & Co.	Liverpool	Early
Propontis	543	June 28	B. schr	255	Barnes	Gibb, Livingston & Co.	P. or Charter	
Quentin Leitch	573	Sept. 8	B. ship	643	Fitzmorris	Turner & Co.		
Quito	546	July 11	B. ship	503	Goulding	Blenkin, Rawson & Co.	Man & H. Town	Early
San Benito	5	July 23	S. brig	125	Dominguez	Russell & Co.		
Sea Queen	574	Sept. 11	B. ship	372	Shearar	Gibb, Livingston & Co.		
Serafina		July 16	S. ship	416	Galdiz	Gilman, Bowman & Co.		
Siam		Aug. 11	Sia. bq.	204	Young	Sykes, Schwabe & Co.		
Spec	559	Aug. 6	B. schr	80	Leitch	Captain.	Ningpo	Soon
William Jardine	550	July 12	B. ship	671	Raitt	Blenkin, Rawson & Co.	London	Early

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE.

Season	*Congou*	*Souchong*	*H. Mury and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Yg. Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk. Total Bales*
Year 1844-45,	..	..	..	..	3,036,803	..	..	..	..	..	..	763,824	3,800,627	6,433
Year 1845-46,	8,022,807	610,826	80,583	6,849	8,726,065	927,034	279,265	482,729	1,314,162	481,882	248,851	3,733,923	12,459,988	15,192
Year 1846-47,	8,957,080	361,348	250,007	11,045	9,579,480	615,096	183,318	747,155	923,987	295,420	149,654	2,914,660	12,494,140	15,972
Year 1847-48,	11,441,440	341,396	50,631	3,571	11,837,038	485,172	255,463	1,065,594	1,385,243	455,572	227,060	3,874,104	15,711,142	21,176
Year 1848-49,	11,163,686	593,322	96,429	..	11,849,637	600,472	393,901	1,357,396	2,760,343	878,671	458,654	6,449,637	18,303,074	18,134
Year 1849-50,	15,422,745	1,125,396	25,300	35,816	16,609,257	556,445	312,409	1,355,042	2,509,343	683,348	337,126	5,754,113	22,363,370	15,237
Year 1850-51,	24,551,050	664,902	410,557	328,297	25,954,806	1,001,400	476,824	2,793,876	4,439,353	1,451,796	604,485	10,767,734	36,722,540	17,243

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO GREAT BRITAIN.

1st July to 30th June	Congou	Souchong	*H. Mury and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Young Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1847-48,	10,683,454	44,441	16,911	3,571	10,748,377	192,071	43,391	146	113,100	269,602	68,075	683,764	11,372,141	19,117
Year 1848-49,	10,232,449	18,400	85,525	..	10,330,374	117,714	236,031	49,223	303,981	393,490	171,343	1,973,991	12,310,363	15,915
Year 1849-50,	13,037,125	229,503	..	33,380	13,320,614	18,455	114,095	..	137,602	228,607	48,134	546,883	13,867,497	13,162
Year 1850-51,	18,575,386	591,292	376,585	280,053	19,823,316	159,741	163,983	16,746	721,327	660,626	142,077	1,864,500	21,687,816	13,323

COMPARATIVE EXPORTS OF TEA AND SILK FROM SHANGHAE TO THE UNITED STATES.

Seasons	*Congou and Souchong.*	*H. Mury and Pekoe.*	*Sorts*	*Total Black*	*Twankay*	*Young Hyson*	*Hyson*	*Hyson Skin*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1847-48,	226,636	..	..	226,636	104,207	735,559	122,866	246,009	170,036	115,414	1,514,151	1,740,787	..
Year 1848-49,	614,548	..	1,709	616,257	187,697	1,345,725	121,090	342,421	167,155	205,987	2,370,075	2,986,332	35
Year 1849-50,	1,648,829	..	..	1,648,829	181,748	2,298,611	190,753	554,026	466,230	263,511	3,974,879	5,623,708	415
Year 1850-51,	3,690,095	14,160	47,644	3,751,899	739,969	3,378,296	264,441	1,795,227	697,370	441,338	7,316,641	11,068,540	250

DETAILED STATEMENT OF TOTAL EXPORTS OF TEA AND SILK FROM SHANGHAE, FROM 1st JULY, 1850, TO 30th JUNE, 1851.

Destination	No. of Vessels	*Congou*	*Souchong*	*H. Mury and Pekoe*	*Sorts*	*Total Black*	*Twankay*	*Hyson Skin*	*Hyson*	*Yg. Hyson*	*Gunpowder*	*Imperial*	*Total Green*	*Total Pounds*	*Silk Bales*
Great Britain,	50	18,575,386	591,292	376,585	280,053	19,823,316	159,741	16,746	163,983	721,327	660,626	142,077	1,864,500	21,687,816	13,323
United States,	20	3,690,095	&	14,160	47,644	3,751,899	739,969	1,795,227	264,441	3,378,296	697,370	441,338	7,316,641	11,068,540	250
Australia,	8	551,000	60,350	1,300	600	613,200	2,000	777,100	2,300	..	12,000	2,700	796,100	1,409,300	..
Coastwise,	21	1,694,969	13,310	18,512	..	1,726,791	99,690	204,403	29,900	250,130	38,100	11,370	633,593	2,360,384	1,670
California,	4	39,600	&	..	..	39,600	..	400	16,200	89,600	43,700	7,000	156,900	196,500	..
	103	24,551,050	664,902	410,557	328,297	25,954,806	1,001,400	2,793,876	476,824	4,439,353	1,451,796	604,485	10,767,734	36,722,540	17,243

The above Statement does not include the following vessels loaded for the Continent of Europe, viz., *Adrianus Jacobus, Lively, and Pondicherry.*

COMPARATIVE EXPORTS OF TEA AND SILK FROM CHINA TO GREAT BRITAIN.

Season	*Congou*	*Caper*	*Scented Caper*	*Souchong*	*Sorts*	*Flowery Pekoe*	*Orange Pekoe*	*Scented Pekoe*	*Total Black*	*Twankay*	*Hyson*	*Hyson Skin*	*Young Hyson*	*Imperial*	*Gunpowder*	*Total Green*	*Total Pounds*	*Silk Total Bales*
Year 1848-49,	33,877,570	..	1,371,597	1,042,406	294,301	438,480	117,183	1,531,031	38,672,568	118,062	967,787	49,246	3,023,862	619,723	3,656,666	8,435,346	47,107,914	17,228
Year 1849-50,	39,552,200	..	1,221,500	1,794,100	615,800	217,900	..	2,447,400	45,848,900	18,500	918,500	..	2,030,000	312,100	4,841,300	8,120,400	53,969,300	16,134
Year 1849-50, Increase,	5,674,630	..	..	751,694	321,499	..	..	916,369	7,664,192	..	..	..	..	..	1,184,634	..	6,861,386	..
Decrease,	..	..	150,097	..	..	220,580	117,183	..	..	99,562	49,287	49,246	993,862	307,623	..	314,946	..	1,094

Note.—Of which three cargoes have been lost, viz., *Glencairn, Sarah Trotman,* and *Palmyra*

EXPORT OF TEA AND SILK, FROM SHANGHAE TO GREAT BRITAIN, FROM 1st JULY, 1581, TO DATE.

Sailed	Ship's Name.	Tons	For	*Congou*	*Souchong*	*H. Mury and Pekoe*	*Sorts*	Total Black	*Twankay*	*Hyson Skin*	*Hyson*	*Young Hyson*	*Imperial*	*Gunpowder*	Total Green	Grand Total	Silk Bales	*Nankeens* Boxes	*Silk Piece Goods* Packages	*Wool* Bales
July 5	Mandarin,	314	London	380,686	..	..	..	380,686	..	..	..	..	..	..	..	380,686	252	..	..	..
„ 9	Reindeer,	327	Cork	..	..	..	..	231,449	..	..	..	..	..	..	9,442	240,891	..	..	..	..
„ 14	Oriental, (Am).	1003	London	942,000	22,000	13,000	..	977,000	..	..	..	..	..	..	..	977,000	466	..	..	..
„ 14	Dss. of Lancaster,	463	Liverpool	456,250	..	..	..	456,250	..	..	..	..	..	..	..	456,250	67	..	..	..
„ 17	Androklos, (Dan)	300	Liverpool	363,200	9,800	..	..	373,000	..	..	..	..	..	..	..	373,000	135	..	..	..
„ 19	Dullius,	327	London	327,718	..	..	..	327,718	..	..	165	2,921	507	1,540	5,133	332,851	138	..	..	145
„ 22	Roman, (Am.)	691	London	..	..	..	..	349,600	..	..	..	..	..	..	..	349,600	737	..	..	..
„ 28	Swithamley,	700	London	..	..	..	..	..	..	..	..	..	..	..	..	785,830	844	..	..	..
„ 28	Emu,	381	Liverpool	..	..	..	..	..	..	..	..	..	..	..	..	376,237	..	..	..	..
„ 31	Benares,	523	London	..	..	..	..	..	..	..	..	..	..	..	..	532,050	284	..	..	..
				..	..	..	..	..	..	..	..	..	..	..	..	5,004,425	2,923	..	..	145
Aug. 4	Magellan,	358	London	251,000	..	32,495	17,000	300,495	..	..	..	2,300	..	9,400	11,900	312,395	689	..	..	..
„ 6	Success,	331	Liverpool	..	..	..	..	..	..	..	..	..	..	..	..	383,677	18	..	..	..
„ 7	Ken,	327	Liverpool	222,200	..	..	..	222,200	..	..	..	18,500	..	3,800	22,300	244,500	90	..	..	..
„ 16	Lord Hardinge,	434	Liverpool	..	..	..	..	486,790	..	..	..	..	..	..	..	486,796	..	..	..	..
„ 23	Ham. Mitchell,	460	London	..	..	..	..	..	..	..	..	..	..	..	..	496,058	898	1	3	..
„ 24	Christian,	380	London	..	..	..	..	..	..	..	..	..	..	..	..	336,479	125	..	..	..
„ 25	Calder,	410	London	..	..	..	..	..	..	..	..	..	..	..	..	385,773	140	..	..	..
„ 26	Herald,	307	Leith	..	..	..	..	..	..	..	..	..	..	..	..	365,154	..	..	..	..
„ 30	Sea Witch,	336	London	..	..	..	..	..	..	..	..	..	..	..	..	254,000	910	..	..	6
																3,264,832	3,640	1	3	6
Sept. 4	Anna, (Dut.)	300	London	..	..	..	..	..	..	..	..	..	..	..	..	378,000	..	..	..	..
„ 10	Prince,	268	London	..	..	..	..	..	..	..	..	..	..	..	..	370,000	..	..	..	..

EXPORT OF TEA AND SILK, FROM SHANGHAE TO CONTINENT, FROM 1st JULY, 1851, TO DATE.

Sailed	Ship's Name.	Tons	For	*Congou*	*Souchong*	*Sorts*	*Pekoe*	*Total Black*	*Twankay*	*Hyson Skin*	*Hyson*	*Young Hyson*	*Gunpowder*	*Imperial*	*Total Green*	Grand Total	Silk Bales
Augt. 20	John Spencer,	452	Rotterdam	..	..	..	..	..	..	..	..	..	..	..	..	505,070	..

PRICE of the *NORTH-CHINA HERALD.*—Per Annum, *Fifteen Dollars;* Six Months, *Eight Dollars;* Three Months, *Four Dollars;*—all payable in advance. Single Numbers.—To Subscribers, *Twenty-five Cents;* To Non-Subscribers, *Fifty Cents.* Subscriptions will be considered as renewed, unless notice to the contrary be given before the expiry of the current term.

TERMS OF ADVERTISEMENT.—To Subscribers, Eight Lines and under, *One Dollar;* each additional Line or Two Lines, *Twenty-five Cents*—*One-half* of these Charges for Repetitions. For Ships, *Two Dollars;* Repetitions *One Dollar.* ☞ Advertisements will be repeated unless Countermanded.

AGENTS,—Messrs. Smith Elder & Co. *London.*

[*Edited Printed and Published Every Saturday, by* HENRY SHEARMAN, *Shanghae.*]